

### **REMARKS/ARGUMENTS**

The Abstract has been amended by replacing "ware" with --wear-- on line 4 page 14. This amendment removes the Examiner's objection to the Specification.

Claims 10 - 13 and 17 - 26 are in this application. Claims 1 - 9, 14 - 16, and 27 have been canceled, claims 10 - 13 and 18 - 20 have been previously amended, and claims 17 and 21 - 26 are presently amended.

Claims 10 -13have been allowed.

The Examiner has objected to claim 17 for containing informalities and has made suggestions for their correction. Applicant has noted these informalities and has amended the claim in accordance with the Examiner's suggestion.

on line 2 "a solenoids" has been amended to read --solenoids-- and  
on line 3 "the rudder position errors" has been amended to read  
--a rudder position error--

The correction on line 2 was actually made in the amendment of 28 March 2008. Unfortunately the strike out line through the letter "a" was indistinguishable. To correct this Applicant has, in this amendment, placed brackets about the letter "a" as well as placing a strike out line through it

With these amendments the Examiner's objection to claim 17 has been overcome.

The Examiner has objected to claims 18 - 20 for being dependent from an objected base claim. Claim 17, from which these claims depend, has been amended to over come the examiner's objections. Consequently, claims 18 - 20 now depend from an allowable base claim and are now in condition for allowance.

Claims 21 - 24 stand rejected under 35 U.S.C. 112 first paragraph as failing to comply with the written description.

Claim 21, as amended, recites that a rudder position error is determined by taking the difference between the rudder order and a rudder stop position after the rudder drive system has achieved a turnoff point in response to the rudder order. The rudder position error is compared to a predetermined rudder position tolerance. The rudder position error is then utilized to determine a corrected turnoff point for the rudder drive system should the error exceed the rudder position tolerance.

Claim 21 as amended is essentially in accordance with the Examiner's suggestion and, as amended, is fully supported by the description beginning on page 6 line 21 through page 7 line 10. In view thereof claim 21 is now in condition for allowance.

Claims 22 - 24 have been amended to be consistent with the specification. The amendments to these claims are fully supported in the specification on page 6 lines 13 - 20 and on page 7 lines 20 - 27. In view therefore claims 22 - 24 are in condition for allowance.

Claims 25 - 26 also stand rejected under 35 U.S.C. 112 first paragraph as failing to comply with the written description.

Claim 25 is an apparatus that includes a rudder error detector that determines the difference between a rudder stop position, after the rudder drive system turns off at a turnoff point in response to a rudder order, and the rudder order to establish a rudder stop position error. A rudder position turnoff adjuster, coupled to the rudder drive system and the rudder error detector, rests in accordance with the rudder stop position error.

Claim 25, as amended, is fully supported in the specification beginning on page 6 line 8 through page 7 line 10. In view thereof claim 25 is in condition for allowance.

Claim 26 has been amended to be consistent with the specification. The amendments to this claims are fully supported in the specification on page 6 lines 13 - 20 and on page 7 lines 20 - 27. In view thereof claim 26 is in condition for allowance.

It is respectfully submitted that Applicants have responded to each and every issue raised by the Examiner in the Office Action of June 23, 2008 and that the claims, as amended, now in this application recite novel and patentable contributions relative to the prior art. Accordingly, favorable consideration of this application is respectfully requested and that a timely Notice of Allowance be issued.

Respectfully submitted,



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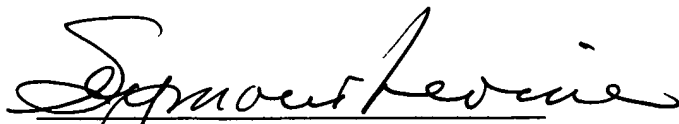
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July 25, 2008

Date Signed